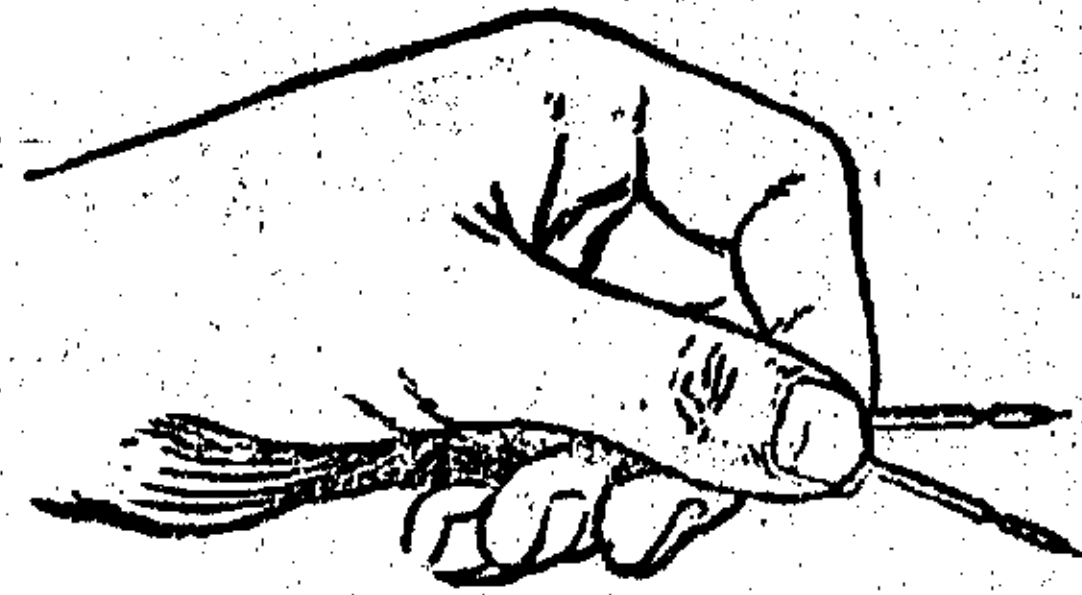


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30 cts. Mex

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Carton of 4.

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AN IMPORTANT DISCOVERY THE VICTOR TUNGS-TONE STYLUS.

An improved, semi-permanent, changeable, reproducing stylus of tungsten combining all the desirable features of the Victor system of changeable needles with the added advantage of playing 50 to 200 records without changing.

EXCLUSIVE AGENTS:

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[29-6]



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ARE THE BEST.

INSIST ON HAVING GORDON'S.
SOLE AGENTS IN HONGKONG AND
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DONNELLY & WHYTE.

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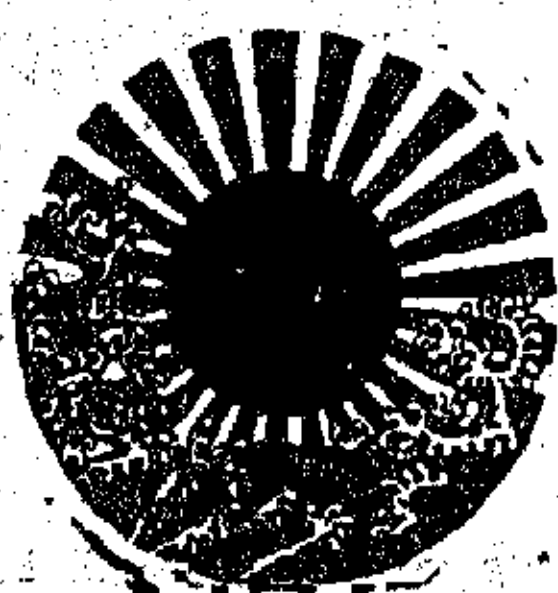
Everything of the newest and in the
best taste.

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Men's Wear Specialists,
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[1327]

Grand Prize of Honour
Panama-Pacific International Exposition
SAN FRANCISCO, 1915



ASAHI-BEER

SOLD EVERYWHERE

109



NOTICE

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in person at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and 2 P.M.
to 4 P.M. daily.

Applicants will be required to produce Pass-
ports or identification papers.

All persons with certain exceptions who
remain in the Colony for more than 7 days
are required to register themselves under the
REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars
required may be obtained at the G.P.O. and at
all Police Stations.

The Penalty for non-compliance is a fine not
exceeding \$50.

[77]

FOR SALE.

CHRISTMAS
AND
NEW YEAR
CARDS.

GRACA & CO.,
No. 4 WYNDHAM STREET.

[1311]

OLARKE'S
B. 41.
PILLS.

A warranted cure for all
acquired or constitutional Dis-
eases of the Urinary
Organs in either sex. These
famous Pills also cure Gravel,
Pains in the Back and all
Kidney Disorders. Free from
mercury. Forty years suc-
cess. Sold by all Chemists
and Storekeepers throughout
the world.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their
weekly share report, dated the 9th
December, 1916, state:—

Since our last report of 30th November,
our local market has been fairly active
for most of the speculative stocks, and a
very large business has been put through
in Green Island Cements, on the proposed
return of 25 per cent. of the capital, re-
ferred to elsewhere. Investment stocks
continue difficult of sale, although prices
look very attractive. Shanghai market
remains dull, but some alleviation of the
prevailing stringency in the money market
appears within a measurable dis-
tance. Singapore market for Rubber
shares keeps firm and the price of Raw
Rubber has steadily advanced, and should
have its influence on share quotations
shortly. To-day's wired quotations for
Rubber shares are:—

Alor Gajahs\$ 4.10
Glencelys2.50
Kedahs4.10
Kempas4.10
Malaka Pindas2.35 ex div.
Malakoffs4.10
New Serendaps4.10
Sandycrofts5.05
Tapahs2.00

Plantation Rubber in London is quoted
3/1. Sterling T.T. is quoted 2/3, and
Bar Silver 50. Singapore T.T. is 99,
but the rate for Shanghai T.T. and
Bank's buying rate for 3 d/s bills are
both nominal.

BANKS.—Sales are reported at \$730, and
market closes with this as a nominal
quotation.

MAHINE INSURANCES.—This has been a
quiet market, with the exception of
Unions, in which a fairly large business
has been done at \$925, and more shares
are wanted at the price. Cantons re-
main at \$400 nominal. Yangtzes at \$255,
with exchange 73, are also nominal, as are
North Chinas at Tls. 152.

FIRE INSURANCES.—Sales of Hongkong
Fires have been made at \$175, and there
are further buyers at the figure. China
Fires are nominal at \$125, but could
probably be placed at the price.

SHIPPING.—Douglases have again been
a very quiet market, with business done
at \$122, followed by sales at \$121, and
further shares offering. Indo-Chinas have
been a fairly active market, and a good
business has been done at \$135, \$139 and
\$139 for cash, \$140 and \$140 for the
settlement and \$147 for March. At the
close there are buyers at \$140 cash. The
Preferred are wanted at \$145 cash. Steam-
boats have not been much dealt in, and
remain at \$212 nominal, but a fair business
has been done at \$222 February.
Star Ferries are offering at \$38.

CHINA.—No business is reported. Shells
have improved to 104, with two shares
coming out. Ural Caspians are quoted
32/9 nominal. Langkats are wanted at
Tls. 20, which, with a nominal Shanghai
exchange, equals about Tls. 22.

REFINERIES.—Very little business has
been done at this market. A few sales of
China Sugars are reported at \$122, \$123,
and \$123, the magnitude of which has not
been reported. They close with a nominal
quotation of \$123. Malabars are wanted
at \$37, and probably a little more would
be paid.

MINING.—Kailans remain at 35/
nominal. Raubs are lower, with sellers
at \$2. Tronchs are nominal at 30/.

DOCKS, WHARVES AND GODOWNS.—Sales
of Hongkong and Whampoa Docks have
been made at \$130 and \$141, and as high
as \$138 for March. Market closes with
buyers at \$131. Kowloon Wharves have
experienced a better demand, and sales
are reported at \$84 and \$85, and further
shares could be placed at \$84. Shang-
hai Docks are rather better with buyers
at Tls. 87 or higher.

COTTON MILLS.—Shanghai Cottons have
been done at Tls. 114, and there are fur-
ther buyers. Kung Yiks are wanted at
Tls. 14. Ewas are on offer at Tls. 160.
Yangtzes are unaltered, with a
nominal quotation of Tls. 6.

LANDS, HOTELS AND BUILDINGS.—Market
has been very dull, and very little is
reported. Lands are on offer at \$100.
Central Estates at \$101, and there are
sellers of Kowloon Lands at \$35, and
West Points at \$35. Humphreys have
been done at \$7, in small quantities.

MISCELLANEOUS.—A very large business
has been done in Cements, at from \$11.10
up to \$12.10. The latter rate brought
out sellers, and the rate declined to \$11.50.
Since then a further demand has raised
the price to \$11.55 cash. The Company
has announced a proposed return of
capital to the extent of \$24 per share.
There has been a strong demand for for-
ward delivery, and market closes with
buyers at \$11.60 December, \$12.30 Febru-
ary, and \$12.50 March. China Provid-
ents have been done at \$3.50, and there
are further buyers. China Lights are
wanted at \$44, Peak Tramways at \$10,
Steam Laundries at \$34. Dairy Farms
have been placed in good quantities at
\$23. A few Tramways have been placed
at \$7. China Bornes are nominal at
\$3. Electric at \$53, and Ropes at \$34.
MEMO.—Next Settlement Day, 22nd
December.

THE LONG TRAIL.

The Germans are being taught to expect
another spring and summer campaign,
and Professor Arndt to the Tag re-
minds his readers of Moltke's statement
about the possible duration of the war of
nations which he foresaw. "If this war
breaks out," wrote Moltke, "its dura-
tion and end cannot be predicted. The
Great Powers of Europe, armed as never
before, will wage it. None of them can be
so completely overthrown in one or two
campaigns that it will be compelled to
accept harsh terms of peace which will
prevent it from rising again after a short
term of years to renew the conflict. It
may be a seven years or a thirty years
war."

Both these wars left Germany utterly
exhausted, and it is rather unkind of the
professor to remind his countrymen of
what Moltke said. But to-day Germany
has a greater combination against her
than she had in either of these wars, and
this sort of talk from German professors
who so eagerly welcomed the war is a
sign of the gloomy despair that reigns
in Germany at present.

GERMANS DO NOT KNOW
THE WORST.A CRESCENDO OF
BOMBARDMENTS.

General Sir O'Moore Creagh believes
that, terrible as the Allies' attack on
the Somme has been, "worse remains
behind."

"The new tactics," he writes in the
Weekly Dispatch, "are only a prelude to
the enemy's troubles. The mischief begins
when the enthusiastic Tommies, flushed
with a justifiable sense of their fighting
superiority, leap into the trenches and
complete with the bayonet the work which
the heavies and the armoured aeroplanes
have left undone."

"It is, under the circumstances, not
in the least surprising to read in the re-
port of the war correspondents at head-
quarters that the enemy are fleeing back
to their next line of trenches."

"This is all very good, but there is
more to follow. The Germans do not yet
know the worst. I foresee a tremendous
intensifying of our bombardment in the
near future."

"Just as the inferno we created at
Neuve-Chapelle could not be compared to
the fire and fury and flame of the Somme,
so our present artillery fire, however
tremendous, will not, in my opinion,
compare in intensity to future bombard-
ments."

"If there is any meaning in our ex-
tensive munition preparations it is that
our artillery bombardments will attain
an ever-increasing violence, rising, as it
were, in a perpetual crescendo."

HONGKONG RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.C.

DETAIL.

On duty from the morning of Sunday,
10th December, to the morning of
Sunday, 17th December—H.K.V.C.
Next for duty "A" Co.—H.K.V.C.
Orderly Office—Sgt. Lieut. R. Sutherland.
In future and until further notice great
coats will be worn by guards with
equipment over great coats.

PARADES FOR THE WEEK ENDING 16TH

DECEMBER.

Monday, 11th inst.—"B" Co. Musketry:
The following members of "B" Co.
will parade at Blake Pier at 3.30 p.m.
for Musketry. Dress: Drill order:—
Sergeant E. V. Mitchellmore, Ptes. W.
Anderson, H. Watkins, R. L. Atkin-
son, F. Graham, J. H. C. Goodban,
E. J. Mackintosh, W. Wotherspoon,
E. Howard, K. McLennan, K. R.
Macaskill, J. Goard, J. W. Graham,
C. J. Higginbotham, C. D. Mel-
bourne.

Machine Gun Section at 5 p.m. at Well-
ington Barracks under Instructor
Sergeant Bowles. Dress: Clean fatigues.
Recruits on the Cricket Ground at 5 p.m.
under Instructor Sergeant Oxberry.
Dress: Drill order.

Tuesday, 12th inst.—The following
members of "B" Co. will parade
at Blake Pier at 3.30 p.m. for
Musketry. Dress: Drill order:—
Sergeant E. V. Mitchellmore, Sgt. A.
Charlton, Sgt. W. Mackay, L/Cpl.
J. B. Thomson, Ptes. W.
Anderson, H. Watkins, R. L. Atkin-
son, F. Graham, J. H. C. Goodban,
E. J. Mackintosh, W. Wotherspoon,
E. Howard, K. McLennan, K. R.
Macaskill, J. Goard, J. W. Graham,
C. J. Higginbotham, C. D. Mel-
bourne, J. Brook, N. Drummond,
J. H. Gardiner, W. J. E. Winfield,
G. Gibson, R. M. Dyer, D. Gow,
W. K. Johnson.

Mounted Section at Jockey Club Stables
at 5 p.m. under Instructor Q.M.
Sergeant Talbot. Dress: Drill order.
Wednesday, 13th inst.—All members of
"A" and "B" Cos. including all
exempted men, Signalling Section
Machine Gun Section and Mounted
Section (Dismounted) will parade on
the Cricket Ground at 5 p.m. for Kit
Inspection. Dress: Full Marching
Order with 150 rounds ammunition.

Thursday, 14th inst.—"B" Coy. at
Blake Pier at 3.30 p.m. for Musketry.
Dress: Drill order. Names of mem-
bers to parade will be published
later.

Recruits on the Cricket Ground at 5 p.m.

under Instructor Sergeant Oxberry.

Dress: Drill order.

"B" Coy. The following members of
"B" Coy. who were absent without
leave from parade of "B" Coy.
either on Friday, 1st inst., or Wed-
nesday, 6th inst., will parade on the
Cricket Ground at 5 p.m. Dress:
Drill order:—Corporal J. W. Harris,
Ptes. A. R. Austin, N. Drummond,
H. Dimmen, J. A. Bullen, H. Combs,
H. Watkins, A. G. Pile, E. M. Ray,
Morgan, W. Logan, W. Weir, H. J.
Stonham, F. E. Hall, K. McLennan,
F. C. Coleman, J. Parkes, W. Davi-
son, B. Gray, A. Millar, J. Mac-
lachlan.

Signalling Section and Semaphore Class
at Volunteer Headquarters at 5.15
p.m. Dress: Clean fatigues.
Friday, 15th inst.—"A" and "B"
Cos. including Signalling Section
and Machine Gun Section, on the
road outside the Law Courts at 4.15
p.m. Kowloon and Taikoo Sections at
Recreation Street at 5 p.m. Dress:
Drill order.

Mounted Section at time and place to be
notified to the N.C.O. in charge.
REVERSION.

No. 444 Corporal J. W. Harris reverts to
the ranks at his own request.

STRENGTH.

No. 468 Pte. S. H. Button is transferred
to "D" Coy.

STRENGTH.

No. 619 Pte. J. S. C. Morrison is struck
off the strength.

No. 171 Pte. A. C. Hynes is permitted
to resign.

EQUIPMENT.

Note.—All members of "A" and "B"
Cos. must attend at Volunteer Head-
quarters between the hours of 9 a.m.
and 1 p.m. and 4 p.m. and 6 p.m. on
Monday, 11th inst., and Tuesday,
12th inst., to draw Mess Tins and
Covers. Any member who has not
already drawn Great Coat carriers
will draw the same at the same time
and place. This equipment must be
drawn before Kit Inspection parade
on Wednesday, 13th inst.

(Sgd.) G. K. H. BARRON, Captain,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

1.—LEAVE.

No. 2038 Pte. L. D. McNicoll is granted

2 months' leave from 1. 12. 16.

No. 1979 Pte. W. G. Goggin is granted

1 month's leave from 11. 12. 16.

No. 1622 Spr. R. Drude is granted 2

weeks' leave from 21. 12. 16.

No. 1975 Spr. G. Mavor is granted 3

months' extension of leave from 4. 12.

16. to 4. 3. 17.

2.—MOUNTED SECTION.

No. 1901 Pte. R. G. Herbert ceased to be

attached to this Section from 4th

December.

3.—MUSKETRY.

(a) The undermentioned Recruits and

Trained Men will fire Part 1. on

Saturday, 9th inst., at 2.30 p.m.:—

ARTILLERY BATTERY.

Recruits.

Gunner Brown.

Gunner Fetterley.

Gunner Martin.

Trained Men.

Gunner Turner.

ENGINEER COMPANY.

Recruits.

Sapper Anderson E. G.

Sapper Chubb.

Sapper Clemen.

Sapper Finlayson.

Sapper Garcia.

Sapper Lysaught.

Sapper Simmons.

Sapper Smith W.

Sapper Woolley.

Trained Men.

Sapper Pasco.

CENTRE SECTION M. G. CO.

Recruits.

Pte. Dick.

Pte. Spencer Payne.

SCOUTS COMPANY.

Recruits.

Pte. Manning.

Pte. Ross R. G.

Pte. Stubbs.

Pte. Travers.

SIGNALLING SECTION.

Recruits.

Pte. Tangap.

(b) The undermentioned Recruits and

Trained Men, will fire the Standard

Test on Sunday, 10th inst., at the

times stated:—

ARTILLERY BATTERY.

Recruits, 10.15 a.m.

Gunner Rapley.

Gunner Brown.

Gunner Fetterley.

Gunner Martin.

Trained Men, 9 to 10.15 a.m.

Gunner Turner.

ENGINEER COMPANY.

Recruits, 10.15 a.m.

Sapper Anderson J. E., Spr. Anderson

E. G.

Sapper Brown C. W., Spr. Crubb.

Sapper Bond Spr. Clemen.

Sapper Cullen Spr. Finlayson.

Sapper Cooke Spr. Garcia.

Sapper Drake Spr. Lysaught.

Sapper Dickie Spr. Simmons.

Sapper Sibbison Spr. Smith W.

Sapper Gordon Spr. Woolley.

Sapper Harlow Spr. McArthur.

Sapper Juster Spr. Moosdeen.

Sapper Johnston, J. S., Musso S.

Sapper Leeman Spr. Owens.

Sapper Marshall Spr. Pass.

Sapper Munton Spr. Straube.

Sapper Souza, Sapper Stanley-Smith.

Sapper Tipt.

Trained Men, 9 to 10.15 a.m.

Sergeant Hanes.

2/Cpl. Clark.

LeCpl. Blake L. J.

Sapper Anderson P.

Sapper Brown W.

Sapper Donnithorne.

Sapper Maidment.

Sapper Houghton.

Sapper Jennings.

Sapper Little.

Sapper Steer.

CENTRE SECTION M. G. CO.

Recruits, 10.15 a.m.

Pte. Dick.

Pte. Spencer Payne.

Pte. Harper.

Trained Men, 9 to 10.15 a.m.

Pte. Robson.

Pte. Henderson.

Pte. Miller.

RIGHT SECTION M. G. CO.

Trained Men, 9 to 10.15 a.m.

Pte. Silva A. F.

Pte. Rocha E. L.

SCOUTS COMPANY.

Recruits, 10.15 a.m.

Pte. Barton R. T.

Pte. Barton L. A.

Pte. Cooke A. E.

Pte. Herbert R. G.

Pte. Wright J. D.

Pte. Stubbs.

Pte. Jackson, A. H. G.

Pte. Manning W.

Pte. McIntyre R. W.

Pte. Wallace C.

SHIPS FIRE AT KOWLOON. THE "POLAVEN" INQUIRY. GASES IN AN ENGINE-ROOM.

The inquiry was resumed at the Hongkong Marine Court yesterday, in connection with a fire on the s.s. *Polaven* which occurred on November 2nd, when the vessel was alongside the wharf at the Hongkong and Whampoa Dock Co. The Court was composed of Commander Beckwith, R.N., Commander Gibson, R.N., Capt. Walker, and Mr. J. Macdonald (Government Marine Surveyor). Mr. H. W. Looker appeared on behalf of the Dock Company, and Mr. F. C. Jenkin (instructed by Mr. Hooper) represented the Asiatic Petroleum Company, the owners of the *Polaven*.

Evidence was resumed on behalf of the Dock Company. A Chinese electrician spoke to going on board the *Polaven* to test the electric lights, which were supplied by the Dock Company. In the engine-room there were two group lights, which were at the bottom near the engine. When he was on board these lights were burning. At the same time holes were being drilled by electricity, and there were also other lights on the ship to enable the boiler-makers to work.

By Mr. Jenkin—He had never seen a candle being used on a boat. He usually visited and inspected a ship once every other day.

Henrique Coelho, an apprentice in the Dock Company, spoke to going on board the *Polaven* twice before the fire. When on board he went into the engine-room store-room. Here he saw a tank containing cotton waste, used and unused. There was a shelf in the store-room which was dirty and oily.

William Forsyth, an assistant-engineer at the Dock Company, said he had been in the Company's employ for three years. Previous to this he had been chief engineer on various steamers. The *Polaven*, he said, was under his charge, and the electric light used was laid on to the ship by the Dock Company. Witness gave instructions to the No. 1 fitter, the day before the fire, to uncover the fan engine. Originally the *Polaven* was a German vessel. She was taken over by the British Admiralty and used as a distilling vessel, and about the time of the fire the Dock Company were about to convert the *Polaven* into an oil vessel. The day before the fire he saw two group lamps burning in the engine-room. These were movable lamps, with 20 to 30 feet of wire attached; they had a wandering lead. On the day of the fire he went aboard the boat between 7.30 and 7.40 a.m. He went in by way of the engine-room door and past the steering gear. To the best of his belief the electric lights in the engine-room were burning at this time, though he did not go down to the bottom to make sure. Before the day of the fire, there was no need for anyone to be working at the bottom of the engine-room. Witness went about the ship, but saw no one using candles; he saw no one on the "bottom-side" of the engine-room. Witness left to go to a ship at the other end of the yard, and then heard that there was a fire on the *Polaven*. He went back and found a hose playing on the coal bunkers, and other fire floats connecting up their hoses. Witness went on board and looked down the coal-bunkers. He saw that the coals were blazing with a red glow, and his impression then was that the fire had started in the coal-bunker; that was when it seemed to be most fierce. He was then told that the engine-room was on fire as well. He went there and saw a dense smoke. Witness caught hold of a hose, placed a handkerchief around his mouth, and endeavored to make his way down to where the fire was burning. It was some considerable time before he was able to get down, and then he found that the oil tanks in the store-room were ablaze. More hose was secured and they put out the fire. It took two hours to put out the fire, and then witness made an inspection. There were five feet of water in the engine-room, the store was burned away, oil was dripping from various tanks—kerosene and lubricating oil. After he got the water out he found much debris and charred wood, and a considerable amount of oily matter at the top of the tanks. The water in the engine-room was coloured with oil. The deck was all buckled up, showing that the fire had been very fierce. Some of the frames on the side of the ship were also buckled up. The fan-engine showed traces of the fire; the propeller and the fan casing were buckled. It appeared to him that the fire had been fierce along the plating of the 'tween deck, which was directly under the coal bunkers. This was where he saw flames. After the engine-room had been plainly out he smelt kerosene oil very plainly. The coal was taken out and placed on shore, and some of it he noticed had not been burned at all, though about 50 per cent. was so badly burned as to make it unfit for fire coal.

Asked if there were any special dock regulations regarding oil ships, witness replied that if they had a fire coming into dock which had been carrying oil as cargo, they always told the men that no lights were to be taken down that vessel—no naked lights; and that nobody was to go down the holds until such time as electric light had been fixed up. Witness added that it was usual for candles to be used on other boats by the workmen.

(Continued at foot of next column.)

THE S.S. "SIBERIA MARU." RECEPTION ON BOARD.

The s.s. *Siberia Maru*, the property of the Toyo Kisen Kaisha, made her first call this week at the port of Hongkong since her purchase from the old Pacific Mail Company, and her owners held a reception on board yesterday afternoon to mark the event. Nearly 400 ladies and gentlemen responded to the Company's invitation, and were met and welcomed by Captain K. Hashimoto. The whole of the vessel was thrown open to the inspection of the visitors, under the chaperonage of the ship's officers. The latter were indefatigable in their efforts for the comfort and convenience of their guests, who were hospitably entertained to tea and other refreshments. The visitors were impressed with the excellence of the equipment of the vessel and the superior character of the accommodation provided for all classes of passengers. Soon after the steamer changed hands her new owners had her completely overhauled and had a number of internal alterations made which are distinct improvements. Among these was the transfer of the gentlemen's smoking room to the upper deck from the middle deck, together with the addition of a ladies' smoking room or lounge, both of which, as well as the dining saloon and music room, are magnificently furnished.

The vessel's tonnage is nearly 12,000 tons, and her engines of 17,500 horse power are capable of developing a speed of 19 knots. Speed, indeed, is one of the vessel's leading features. Her minimum speed has been 300 miles per day, and she came from Manila to Hongkong on her present trip in 40 hours. Along with her sister steamer, *Korea Maru*, which was purchased at the same time, she has been put on the service between Hongkong and San Francisco via Japan ports and Honolulu. She has accommodation for 101 first class passengers, 54 second class, and 600 third.

In reply to another question by Mr. Looker, witness said it would be very difficult for a workman to set the fan-casing alight with a candle; unless he set the candle against it.

Asked if he could give any opinion as to the cause of the fire, witness said:—The vessel had coal-bunkers immediately above the store. The coal had been in the bunkers for some time. That coal was probably from six to seven feet deep. That coal may have been ignited, from the bottom-side, by spontaneous combustion, heated by the 'tween deck plate it was resting on, and caused an explosion that may have been caused from any gases from the tanks in the store-room. That may have caused the "bomb explosion" referred to by some witnesses.

There was another possibility. An explosion could take place in the fan casings, due to coal gas. Coal may have been standing for some time, and coal dust might get into the casings, through draught. This would generate gas, and a fresh draught of air would fire the coal gas.

A third possibility was this:—Ordinary cotton waste is very inflammable. The chances are, if any of those kerosene oil tins were leaking, and the oil got along towards the cotton waste, and that cotton waste was damp—as most cotton waste is—the combination of the two would create heat which would ignite the cotton waste.

Witness added that there were stringent rules about not smoking in the yard. By Mr. Jenkin—He had not discussed the various possibilities mentioned with experts. He would expect to find two gases in the engine-room; that caused by the kerosene, and also the oxygen in the air. These gases coming into contact with a heated 'tween deck plate might cause an explosion. A little gas would come from lubricating oil under certain conditions.

Mr. Jenkin asked witness how he explained the fact that the tank gas made its way up to the heated 'tween deck plate; he always understood that gas went down not up.

Witness—Gas always goes up.

Mr. Looker—My friend might be thinking of legal gas, which generally goes down (Laughter).

Mr. Jenkin—That is a joke you have just "cribbed" from me (Laughter).

Witness said that gas could be forced up by the atmosphere; it was lighter than air.

Further replying to Mr. Jenkin, witness, after examining the plan, said that when he went down to the engine-room after the fire he noticed that the electric light was over the engine on which the men had not been working. It was not necessary, he added, for the fire to have commenced where it was burning fiercely.

Replying to Commander Gibson, witness said he did not notice any abnormal temperature in the engine-room when he was in it before the fire.

Octavious Lambetti, a chemist, said that coal lying in a heap for sometime was liable to generate heat when in a closed space. Oxidation took place, heat was developed, and then combustion took place. Kerosene oil, he said, threw off gas, and if this came into contact with a red hot plate it would cause an explosion. Oxidation might also take place in cotton waste, because cotton waste was liable to be impregnated with grease. Because of the combination of the oxygen in the air and the grease in the waste, cotton waste was a great accumulator of heat; its spaces were full of oxygen. If such waste were in a tank it would accumulate heat much more quickly. If cotton waste came into contact with paraffin gas there would be an explosion. This would occur especially in a confined place.

The hearing was again adjourned.

SCENE AT THE MARINE COURT. WANDERING THIRD ENGINEER.

At the Hongkong Marine Court yesterday, Capt. Mesney, of the *Puansang*, charged J. Williamson, 3rd engineer of the same vessel, with leaving the boat without leave at Manila on November 29th.

The man loudly exclaimed, when charged:—"I did not desert. How could I desert the ship when I was on it? I am not guilty, withdraw the charge."

Commander Beckwith—There is a certain way of saying so you know. Keep the man quiet.

Capt. Mesney said the third engineer left the vessel at Manila on November 29th. He went on shore without permission at 11.30 a.m. The ship was sailing on the afternoon of December 2nd, at 4 p.m., and at 3.45 p.m. that day the man was brought on board by the Manila police, at witness' request. The third engineer was under the influence of drink at the time. The official log also contained an entry showing that the defendant refused to work. Witness added that the man had given trouble before at Manila, but it had been overlooked. The boat arrived at Hongkong on Tuesday, and the defendant left the ship on Wednesday and did not return again until yesterday. He had no permission to go ashore in Hongkong.

Asked if he had any questions, the defendant burst into an unintelligible statement during which he made all sorts of allegations.

Commander Beckwith warned the man, and asked him to confine himself to the charge.

Defendant would not become rational, but continued to shout and wave his arms, exclaiming that he was a passenger, though on the articles, and a passenger was not supposed to work.

Capt. Mesney said that though the man was on the articles he refused to work; he said he was a passenger.

Defendant again commenced to shout and gesticulate, and Commander Beckwith thereupon sentenced him to one month's hard labour.

HONGKONG MAGISTRACY. IN THE NIGHT.

Mr. Nolan, Chief Interpreter at the Supreme Court, who lives at 155, Wanchai Road, was visited by an unknown Chinese on Thursday night. The man was seen prowling about the porch by the houseboy, who promptly arrested him. The man was sentenced to a month's hard labour by Mr. Wood.

JAPANESE STOWAWAY.

In the case in which a Japanese is charged with being a stowaway, which was adjourned for the Japanese Consul to be consulted, it was stated by Inspector Gordon that the Consul believed the man's story about trying to find work to support his parents. If defendant were acquitted, the Consul would either find him work or send him back to Japan. Mr. Wood discharged the defendant on his signing a personal bond of \$50 to come up if called upon.

YOUNG CRIMINALS.

A gang of youthful thieves were charged before Mr. C. D. Melbourne. It was stated by Inspector Lamont that the first youth was found to have in his possession a large quantity of pawn tickets, which led to enquiries being made, from which it appeared that they related to clothing recently from the Hung Hom, Yau Ma Tei and Kowloon districts and which had been put out to dry. It was evident that the other defendants had been helping him to steal and pawn the clothing. There has been a great deal of that sort of thing going on lately, and this was only a small part of what the defendants had undoubtedly been mixed up with.

His worship sentenced two defendants to receive eight strokes with the birch, and discharged three others because of lack of evidence.

AN OLD NUISANCE.

A coolie woman was charged with carrying a bamboo pole and two tin buckets containing water on the public footpath in Queen's Road Central, such pole and buckets being calculated to annoy and inconvenience passengers.

Inspector Garrod spoke to making the arrest. The defendant admitted the charge. Inspector Garrod also drew his worship's attention to the fact that in 1904 a similar case was brought, which, on appeal, went to the Supreme Court. Here a decision was given by Sir William Gooden (Chief Justice) and Mr. O. Sercombe Smith (Puisne Judge), in consequence of which the case was referred back to the Magistracy, where a conviction was recorded.

His worship pointed out that defendant was liable to a fine of \$50, but as there had been no cases recently, and as it was not generally known that it was an offence, he would only impose a fine of \$1.

SPORT. CRICKET.

H.K.C.C. v. THE UNIVERSITY.
The following will represent the University in the above match to-day on the Club's ground:—Ng Sze Kwong (Capt.), R. Pousonby, F. K. Brayshaw, G. E. Marley, J. D. Wright, F. A. Redmond, A. de Souza, A. H. Rumjahn, D. P. Dixon, Chau Yat Cheong, and W. Gittens.

KOWLOON v. CIVIL SERVICE.

The following will represent Kowloon against the Civil Service to-day, at King's Park, play to commence at 2.15 p.m.:—J. P. Robinson, L. J. Blackburn, K. Macaskill, W. H. Stapleton, E. J. Edwards, Col. Watson, A. O. Brown, S. E. Green, W. T. Elson, J. V. Braga and J. H. Mead.

The following will represent the Civil Service:—E. W. Hamilton (Captain), C. Severn, R. E. O. Bird, S. Alderman, E. W. Dawson, J. Deane, R. C. Wittichell, C. F. Mason, C. J. Tachhi, R. Bearne and C. Sara.

KOWLOON 2nd XI. v. H.M.S. "TAMAR."

For this match at Happy Valley this afternoon, Kowloon will be represented by the following:—D. J. Mackenzie, C. J. Stapleton, F. Travers, O. Woodman, A. E. Silkstone, A. R. F. Raven, A. E. Schultz, A. G. Pile, J. Ralston, J. M. Jack and W. Kay.

ASSOCIATION FOOTBALL.

The Volunteers and the Navy, who have not hitherto come into contact this season, meet to-day on the Club Ground in the U.S. League. It is pleasing to learn that the Navy, despite the trouble they have expressed in getting their men together, and their persistent bad luck, have decided to continue to run a team in each league. On form, the Volunteers should have an easy task this afternoon. The R.G.A. and R.E. have met before this year in the Hongkong League, when their respective defences proved too good for the opposing forwards, a goalless draw resulting. The game this afternoon will be very keen. The Gunners are on top for the time being in this league, and a draw will make them safe for at least another fortnight.

In the 2nd division, the 87th Company and Kowloon meet on the Military Ground, and the 88th Company and Lusitano on the Navy Ground. The first two teams occupy rather lowly positions in the league table, and will both be glad of points. The military team is the stronger and ought to win. In the match on the Navy Ground, last year's champions, meet a team that is well in the running for this year's honours, being one of the two teams left which have not yet lost a match. Unless the 88th Company have improved a great deal since last year's appearance, the local team should have very little difficulty in vanquishing them.

TO-DAY'S MATCHES.

U.S. LEAGUE.
R.G.A. v. R.E.—Navy Ground. Kick-off, 4 p.m. Referee, Mr. Wright.
NAVY v. H.K. VOLUNTEERS.—Club Ground. Kick-off, 4 p.m. Referee, Mr. Davies.

2ND DIVISION.

87TH COY. R.G.A. v. KOWLOON.—Military Ground. Kick-off, 2.30 p.m. Referee, Mr. Wells.
88TH COY. R.G.A. v. LUSITANO.—Navy Ground. Kick-off, 2.30 p.m. Referee, Mr. Banks.

TEAMS.
NAVY.—Crocker, Flemming and Godfrey; Cornish, Martin and Cox; Hopper, Palmer, Ridgeway, Dann and Daniels.
H.K. VOLUNTEERS.—Goldenberg; Black and McCubbin; Railton, Stewart and Rodger; Robinson, McTavish, Smith, Chasels and Stalker.
R.E.—Wilkinson; Blumfield and Coxon; Brennan, Smith and Richards; Millard, Townsend, Scott, White and Pearce.
R.G.A.—Garrod; Caple and Dickenson; Gorman, Talford and Townsend; Youngman, Edgeler, Saunders, Leighton and Halls.

HONGKONG LEAGUE 1st DIVISION.

Club	P.	W.	L.	D.	Goals	F.	A.	P.
Hongkong F.C.	2	2	0	0	3	0	4	6
R.G.A.	2	1	1	1	1	1	2	7
R.E.	3	1	1	1	2	3	3	3
R.S.L.	1	1	0	0	2	0	2	3
Navy	3	0	3	0	1	5	0	0

UNITED SERVICES LEAGUE.

Club	P.	W.	L.	D.	Goals	F.	A.	P.
R.G.A.	2	2	0	0	3	0	4	6
H.K. Volunteers	2	1	0	1	1	1	2	7
R.S.L.	1	0	0	1	2	3	1	3
R.E.	3	0	1	1	2	4	4	4
Navy	1	0	1	0	0	2	0	0

HONGKONG LEAGUE.

Division II. Table to Date.

Club	P.	W.	L.	D.	Goals	F.	A.	P.
D'P. Co. R.S.L.	5	4	1	0	14	4	6	8
S. China A.H.	4	3	0	1	8	2	7	6
A' Co. R.S.L.	4	3	1	0	11	2	6	7
Self and Deps	4	2	1	0	4	3	6	5
Lusitano	3	2	0	1	4	1	5	4
Islamias	3	2	1	0	8	2	4	4
83rd Co. R.G.A.	5	1	2	2	6	4	4	4
84th Co. R.G.A.	3	1	1	1	7	4	3	3
87th Co. R.G.A.	5	0	3	2	2	8	2	2
R.E. Res.	4	1	3	0	3	10	2	2
Navy Res.	5	0	4	1	6	14	1	1
Kowloon	3	0	3	0	2	14	0	0

*The Staff and Department's v. Islamias is not included pending confirmation of sentence by H.K.F.A.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST ARRIVED
A SPLENDID SELECTION OF
EIDER DOWN QUILTS.
THIS DESIGN IS ONE OF MANY
SIZE 6'0" x 5'0"

HIGH CLASS WORK. PRICE \$75.00 HIGHEST GRADE MATERIALS.		FRILLED ROSE SATIN. PRICE \$75.00 TAPESTRY PANELS. GOFFERED BORDER.
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WE HAVE OTHER BEAUTIFUL DESIGNS AND COLOURINGS TO SELECT FROM
PRICES \$17.50 TO \$75.00
ALSO A NICE RANGE OF COT QUILTS.
LANE, CRAWFORD & Co.

A.V.C. FINEST OLD LIQUEUR BRANDY.
GUARANTEED 30 YEARS OLD.
V. D. CLARETS. V. D. SAUTERNES.
V. D. BURGUNDIES.
Stocked by HONGKONG HOTEL.
Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR WHISKY.
THE ORIGINAL LIQUEUR WHISKY.
PRICE \$24.00 PER CASE DUTY PAID.
Has a fine mild flavour and a refreshing clean taste.
Obtainable at all Local Stores.
and at LANE, CRAWFORD & Co.

Powell Ltd
TELEPHONE 346
INEXPENSIVE
SEAMLESS ART CARPET SQUARES.
BLANKETS.
DOWN QUILTS.
WINTER CURTAINS

NEW ADVERTISEMENTS

WANTED.

SMALL OFFICE, furnished or unfurnished, Central. Box A.B.C. Apply—Care of "Daily Press" Office, [1443]

GREEN ISLAND CEMENT COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of Messrs. SHEWAN, TOMES & Co., the General Managers of the Company, at the Colony of Hongkong, on FRIDAY, the Fifteenth day of December, 1916, at twelve o'clock noon, for the purpose of considering and, if thought fit, passing an Extraordinary Resolution the following Resolutions, that is to say—

(1) That the capital of the Company be reduced from \$4,000,000 (Four Million Dollars) divided into 400,000 (Four Hundred Thousand) Shares of \$10 (Ten Dollars) each, to \$3,000,000 (Three Million Dollars) divided into 400,000 (Four Hundred Thousand) Shares of \$7.50 (Seven Dollars and Fifty Cents) each, and that such reduction be effected by returning to the holders of the 400,000 (Four Hundred Thousand) Shares that have been issued paid up capital to the extent of \$950 (Two Dollars and Fifty Cents) per Share and by reducing the nominal amount of each of the said Shares from \$10 (Ten Dollars) to \$7.50 (Seven Dollars and Fifty Cents).

(2) That application be made to the Supreme Court of Hongkong to confirm the reduction of the capital of the Company in conformity with the foregoing Resolution. Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this Fifth day of December, 1916.
By Order of the Board,
SHEWAN, TOMES & Co.,
General Managers. [1441]

BUME & REIF.

IT IS HEREBY NOTIFIED that M. BERTHOUD REIF will no longer use the Firm name of BUME & REIF, but will carry on Business in future under his own name, GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th December, 1916. [1434]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE for Four Shares, No. 3399/3599 of the Original Denomination of \$500.00 per Share, in this Company, standing in the name of NICHOLAS ALEXIS IVANOFF (since deceased), of Hankow, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate for the equivalent thereof in the present denomination will be issued by the Company and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 17th November, 1916. [1391]

G. A. R.

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC BUILDINGS BY-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the City of Victoria, and the WESTERN DIVISION of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon south of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Lime-washed in respect of all the Walls of each Room, all Cupboards, Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Board is prepared to Lime-wash FREE OF CHARGE limited number of buildings in these Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th December, 1916.

Choice among applicants will be in the absolute discretion of the President.

The CENTRAL Division of the City lies between Gilmour Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North end through the Yau-mai Service Reservoir to the Northern Boundary of Kowloon.

Dated this 1st day of December, 1916.
W. BOWEN-BOWLANDS,
Secretary. [1430]

FOR SALE.

ONE 104 B.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.V. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINTHARD & DAVIS,
Alexandra Buildings. [1434]

INTIMATIONS

THE NATIONAL MISSION.

TO-DAY (SATURDAY):

7.45 A.M.—Holy Communion, Cathedral.

10.15 A.M.—Service in the Cathedral.

3.00 P.M.—Meeting for Children at Government House.

TO-MORROW.

(CLOSING SERVICES),

SUNDAY, DECEMBER 10TH.

7.45 A.M.—Holy Communion Cathedral.

11.00 A.M.—Service in the Cathedral.

12 NOON—Holy Communion.

5.45 P.M.—Service in the Cathedral.

9.00 P.M.—Mass Meeting in the Theatre (Men and Women).

Speaker: The Right Rev. F. L. NORRIS, D.D. [1388]

"KISMET"

A.D.C. Production
on behalf of the
"STAR AND GARTER FUND"
for Soldiers and Sailors totally
disabled in the War.

GALA NIGHT—FRIDAY, Dec. 15TH.

SECOND NIGHT—SATURDAY, 16TH.

THIRD NIGHT—MONDAY, 18TH.

MATINEE—WED'DAY, 20TH.

PRICES:

Gala Night—Centre Dress Circle Seats \$10
and all remaining Seats \$5.

The Seats for the following nights are:—

Dress Circle \$4.

Stalls 3.

Pit 1.

Soldiers and Sailors in uniform Half-Price. [1334]

SECOND 3½ RUSSIAN INTERNAL
SHORT TERMED LOAN OF 1916
for Rbls. 3,000,000,000.

THE Subscription to the above LOAN will be opened from 14th November to 28th December, 1916.

The price of issue is 95 per cent.

The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable at par on 14th October, 1926, without option for the Russian Government to convert it at an earlier date.

Comps are payable half-yearly on the 14th April and 14th October.

As interest on the above Loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
[Manager]
RUSSO-ASIATIC BANK. [1359]

G. A. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of December, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One LOT of CROWN LAND at Wanchai Road, in the Colony of Hongkong, for a term of 75 years, with the option to renew at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

TERMS OF THE LOT.

Lot No.	Locality.	Boundary Measurements (Approximate).	Containing Area (Approximate).	Estimated Value.
1	As per plan.	16.024	108,200	1428

JUST RECEIVED.

A Large and New Consignment of ORIENTAL SATINS, GEORGETT'S CREPE, PERMAN PLAIN and FLOWERED CREPES, INDIAN CARPETS and RUGS.
An inspection is earnestly solicited.
D. CHELLARAM,
33 and 40, Queen's Road Central. [1436]

HOUSES TO LET

TO LET—FURNISHED.

BUNGALOW at Tai-po. Four Rooms. Garden. Servants' Quarters, &c.
Apply—
DEACON, LOOKER, DEACON & HARBSTON. [1173]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.
A HOUSE in Knutsford Terrace.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [1324]

TO LET.

NO. 42, ELGIN STREET.
Apply to—
PERCY SMITH, SETH & FLEMING. [1325]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.
Apply—
H. E. POLLOCK,
Princes' Buildings. [1319]

TO LET.

A HOUSE, at Observatory Villas, Kowloon, With Tennis Court.
Apply—
ARRATON V. APOAR & Co.,
14, Des Vaux Road Central. [1316]

TO LET.

From 1st November next.
FURNISHED, "EVO MESS," No. 8, THE PRINCE OF WALES ROAD.
Apply, Property Office,
JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
Care of "Daily Press" Office. [1340]

TO LET.

From 1st day.
OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [1318]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd. [1322]

TO LET.

OFFICES at 2, Connaught Road Central.
OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Connaught Road.
HOUSES in Broadwood and Morton Terraces.

No. 21, WONG NEI CHONG ROAD.
HOUSES on Shamshau, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [132]

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
TO LET OR FOR SALE.
KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings. [1371]

WANTED.

EUROPEAN ASSISTANT for Local Shipping Office, previous experience essential.
Apply—
Box No. 1,
Care of "Daily Press" Office. [1426]

WANTED.

TWO MARINE ENGINEERS with Shop experience to Act as Workshop Foremen, also a FOREMAN MARINE BOILER MAKER and a FOREMAN SHIP PLATER to take up duties in Shanghai. Address all communications to—
"Z. Y. X." Office. [1427]

WANTED.

ENGINEER, Dr. abstrainer, for Harbour or Shop. Apply in own writing with copy res., stating age and salary required to—
W. S. BAILEY & Co., Ltd.,
Kowloon. [1348]

WANTED.

YOUNG BRITISH ELECTRICAL ENGINEER as Assistant Salesman for English Manufacturing Firm. State briefly age and experience. Good prospects for suitable man.
Apply to—
"ENGINEER," Office. [1439]

INTIMATION

GILBEY'S

SPEY-ROYAL

SCOTCH WHISKY.

Is Guaranteed

to be made from Pure Malted

Barley in a Pot Still.

10 YEARS OLD.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 9TH DECEMBER, 1916.

OUR NATIONAL DUTY.

At no time in British history have the citizens of the Empire been so exercised in their minds as to what is their national duty, or more anxious to do whatever lies in their power for their country. The spread of education and the multiplication of the number of printing presses has enabled everyone to take an intelligent interest in the great events of the day. Rapid transport and the deep-sea cables have placed us in the Far East in quick communication with those of our countrymen who are thousands of miles away. The changes in the Cabinet in London are commented upon here almost as rapidly after the rumours begin, or the events take place, as in the Metropolis of the Empire. It was commonly said before the war by those who had travelled from Great Britain to distant parts of the world that the Colonies gave greater evidence of an intense feeling of patriotism than did the provincial cities of the Mother Country. To-day it is impossible to draw any such distinction. Individuals vary greatly, not only in the expression of their emotion but in the manner in which they are affected; but there is no man with soul so dead in these outstanding days that he does not often hear the small, still voice of conscience asking him questions about his duty towards his nation.

In the day of crisis we need to have the facts and the issues placed squarely before us, so that we may make a decision concerning which we shall, afterwards, have no regrets. While we must all recognise the influence of luck or chance upon our lives, yet in the main we have to make our own great decisions. Example affects us all. It is impossible to over-rate the debt which the nation owes to those who at the outbreak of the war gave up everything to take an active part in the struggle. Aristocracy was a word not held in any very great respect

three years ago. The domestic wrangles about taxation and the House of Lords left the impression on the minds of the majority of people that, as a class, the aristocracy of Britain were selfish, and that they toiled not neither did they spin. But the war has given the aristocracy and the leisured classes an opportunity to reveal the true depth of their character, and they have emerged from the ordeal with an immensely enhanced reputation for courage and unselfishness. Not the least valuable of the work which they have done has lain in the clear statements of the older men among them that no sacrifice is too great for the cause for which we are fighting.

During this week the people of Hongkong have been listening to, and reading about, the message from the leaders of religious thought upon this vital subject of our national duty. We laymen cannot fail to be struck with the fact that some of the views expressed by the Bishop of Peking would, if they had been uttered only thirty years ago, have made it almost impossible for him to remain in the Anglican Church. When he tells us that it is not true to state, as is stated in the usual rendering of the fourth Commandment, that God made the earth in six days and rested the seventh day, we almost expect the shade of GLADSTONE to appear to protest against such blasphemy. When HUXLEY pointed out that the biblical account of the Creation was inaccurate, he called down upon his head the wrath, not only of the clergy, but of the leaders of current opinion in Great Britain. Similarly, we might contrast the opinions held a few years back with those of to-day concerning the uses and abuses of Sunday. The Bishop of Peking tells us that there is no sin in playing golf or indulging in other forms of physical recreation on Sunday. His story of the old method of keeping the day of rest in the Treaty Ports suggested that he has no doubt about gluttony being sinful. He did not use the words, but it is not unfair to interpret the general trend of his ideas as being very much in favour of recognising the duty of keeping our bodies fit, so that our minds may not be atrophied. This shows that the Church is progressive.

A correspondent has reminded us that the old crusades to Palestine from Britain were almost entirely due to the unflagging energy of religious leaders, of which the most remarkable was Peter the Hermit. To-day the appeal from the pulpit is not the only method of making people realise their national duty. The platform and the Press serve the same purpose. In general, clergymen, politicians and journalists are all agreed upon the fundamentals of our national duty at the present time. We must win the war, and win it as quickly as possible. Nobody in the Empire seems to have any doubt about the righteousness of our cause; the German Chancellor, at the outbreak of war, presented the case so bluntly that the only thing which surprises us is that any neutrals who read his words can hesitate as to the real origin of the conflict. All those of us who love freedom are most anxious to see re-asserted, and accepted by civilisation, the basic principles for which we are fighting. We have no doubt that our nation will emerge from the conflict purified. All the heroism and self-sacrifice of the past twenty-eight months is an inspiration, not only for this generation but for those that will follow. While we acknowledge, with great regret, the fact that problems connected with poverty and the unsatisfactory state of family life had not been solved by the English-speaking peoples before the war, we cannot overlook the improvements which have taken place even in our lifetime. We are all thinking so much in these days about our national duty that we shall return to this subject with increased earnestness when the present difficulties are over. Service, in any shape or form, if given cheerfully, for our country is performing our national duty. Millions are fortunate enough to be able to take a direct part in the conflict; many must remain thousands of miles away from it. All of us, however near or however distant, can limit our expenditure and subscribe to the war charities and invest in war bonds. We have repeatedly urged that it is our national duty to provide, to the utmost limit of our resources, the money so essential for carrying on the war. Because we have already subscribed freely we must not rest satisfied. We must ask ourselves continuously whether we are doing our utmost to discharge our duty to our nation.

A telescope has been contributed by Mr. L. Gibbs, through Mr. A. Doulson, Hongkong, to the Lady Roberts' Field Glass Fund.

The P. and O. Homeward mail steamer *Medina*, with the Hongkong mail of the 3rd ultimo, arrived at Marseilles on the 6th instant.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$200 to the funds of the Hospitals from the Poultry Guild.

Bishop Norris will address the last of the series of united meetings in connection with the National Mission in the Theatre Royal to-morrow evening at 9 o'clock. The chair will be taken by Commodore H. G. G. Sandeman.

The meetings in connection with the National Mission to-day include a service at the Cathedral at 10.15 a.m. and a meeting for children at Government House at 3 p.m. to-morrow (Sunday). There will be a round of services at the Cathedral, and the Mission will conclude with a United Meeting in the Theatre, commencing at 9 p.m.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

7 p.m., 7th December.
Cyclone or typhoon over S. China Sea, filling up.

ALLEGED MURDER AT YAUMATI.

It has been reported to the police that an attack was made on Thursday night upon two Chinese revenue men, as a result of which one met his death. The men were searching a large sampan at Yaumati for opium, at about 9 p.m., when a couple of shots were heard. What actually took place is not really known, but it is stated that one revenue man dived into the water and escaped, and that the other was either shot or drowned. An arrest has been made.

HONGKONG MOTOR CAR FATALITY.

CHINESE KNOCKED DOWN AND KILLED ON BOWRINGTON BRIDGE.

At the Hongkong Magistracy yesterday, Mr. J. R. Wood held an enquiry into the circumstances surrounding the death of a Chinese named Chan Kai, which resulted from injuries received from being knocked down by a motor-car on Bowerington Bridge on November 24th.

A Chinese constable spoke to seeing deceased carrying a large bundle of cloth on the bridge. When the car was about 100 feet from deceased he heard the horn sounded. The vehicle knocked the man down and the wheels ran over him. The car was only proceeding at an ordinary speed. He could not see why the car did not avoid deceased; it did not alter its course.

Dr. Moore, Assistant Superintendent at the Government Civil Hospital, said deceased was brought into the institution in an unconscious state and died about two hours later. Death was due to fracture of the base of the skull.

An uncle of deceased said his nephew could neither hear nor see very well; he was about 50 years of age.

Mr. Albert Woodall Smith, manager of Messrs. Watson's soda-water factory, said that on the morning in question he was driving a motor-car to the works at North Point. The car was a five-seater and he had driven it twice before. At the time in question a hand truck was on the bridge proceeding in the same direction, and there was an electric car coming in an opposite direction; a little way from the bridge he did not notice any other people on the bridge except deceased, and he was going in the same direction as the car. When he was going over the bridge, he decreased his speed to prevent running into the truck in front. Witness was watching the truck and sounded his horn. He was not quite sure whether he saw deceased; he thought he was safe, which he would have been, if he had continued on in the way he was going. Witness thought when he sounded the horn it must have frightened the deceased, for he got in front of the car. Exactly what he (witness) did just at that moment he was not quite sure, but he thought he intended to swerve to the other side of the bridge. He applied the footbrake with all his might, and sounded the horn. He could not do any more. The man seemed to fall backwards over the mudguard. The street car had not then entered the bridge.

Mr. Wood said he did not think that this case came within the scope of criminal law.

The jury returned a verdict of accidental death and exonerated the driver from all blame.

THE WAR.

BRITAIN'S NEW GOVERNMENT.

MR. LLOYD GEORGE AND LABOUR.

ROUMANIAN ARMY INTACT.

GERMANY AND HER "STRONG AND UNCONQUERED ENEMIES."

THE FOOD PROBLEM.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE POLITICAL CRISIS.

FORMING A GOVERNMENT.

LONDON, December 8th.

Mr. Herbert Samuel has refused the invitation of Mr. Lloyd George to join the Government.

It is thought that either Lord Derby or Viscount Milner will go to the War Office, more probably the former; that Mr. Balfour will go to the Colonial Office, Mr. Bonar Law to the Admiralty, Sir Edward Carson, without a portfolio, will devote himself to the War Committee while the Hon. Mr. E. S. Montagu will remain in the munitions department.

It is understood that Mr. Henderson will be given a seat on the War Council, and Mr. Barnes an important post in the Cabinet, and that three or four minor posts will be filled by Labour members. The fact that there will be a Labour pivot in the Government has aroused expectations of the nationalization of the railways, shipping and mines.

MR ASQUITH TO CO-OPERATE.

It is authoritatively stated that Mr. Asquith and his colleagues will fully co-operate with the Government, as also will Mr. Bonar Law.

CONGRATULATIONS FOR MR. LLOYD GEORGE.

Mr. Lloyd George has received many congratulations, including congratulations from the Australian Premiers, Mr. Hughes and Mr. Holman. NEW LABOUR DEPARTMENT TO BE CREATED.

It is reported that Mr. Lloyd George told the Labour Members that there will be a real Labour Minister presiding over a new Labour Department which will take over, *inter alia*, the whole labour work of the Board of Trade under the Munitions Act, and also the Government control of shipping and coal mining for the duration of the war.

The Pensions' Minister will be a Labour member.

KING THANKS MR. ASQUITH.

The *Morning Post* states that Mr. Asquith has received a letter from the King thanking him for his great services, and offering him a Peerage and the order of the Garter.

Mr. Asquith has declined.

EARLIER CABLES.

GERMAN VIEWS.

AMSTERDAM, December 7th.

In discussing Mr. Asquith's resignation, the *Koelnische Volkszeitung* remarks:—"If the strong men of England now come into power, this will only please us, for hope of a decision will come all the earlier."

The *Cologne Gazette* sees in Mr. Lloyd George the man of the hour, and says that so long as the England of Lloyd George is unconquered, England will remain unconquered.

RECORD PARLIAMENT SITTING.

LONDON, December 7th.

The House of Commons met and adjourned till the 12th inst. The sitting was the shortest on record.

Although it was announced that the sitting would be formal, the House was crowded.

The only occupants of the Treasury Bench were the Liberal and Unionist Whips. No ex-Minister was present, while both Sir Edward Carson and Mr. Winston Churchill were absent from the Front Opposition Bench.

Mr. Gulland moved the adjournment, and the members, laughing and cheering, went into the Lobby to discuss the situation.

LABOUR CO-OPERATION.

LONDON, December 7th.

It is officially announced that the Labour Party has decided, by a majority, to participate in the new Government, and it has also passed a resolution expressing the earnest hope that the Government will endeavour to settle the Irish question.

CABINET FORMING.

LONDON, December 7th.

The formation of a Cabinet by Mr. Lloyd George is progressing most satisfactorily, though there is no likelihood of a submission of the list to His Majesty the King to-night.

THE NEW PREMIER.

LONDON, December 7th.

The *Court Circular* states that Mr. Lloyd George had an audience of His Majesty the King, and accepted the Premiership.

LATEST CABLES.

GERMANY WARNED.

"OUR ENEMIES ARE STILL STRONG AND UNCONQUERED."

AMSTERDAM, December 8th.

The *Vorwarts* deprecates the bell ringing and the beflagging which took place when the fall of Bukharest was announced. It says that the victory over Roumania is a defensive victory, and that "our enemies are still strong and unconquered and are confident of ultimate victory." Hence Stuermer had been replaced by Troppoff, and Mr. Asquith had yielded to the stronger man. "We must still shout if we desire peace."

The *Rheinisch Westfaelische Zeitung* also warns the people that the war will last a long time, and says that the Ministerial changes in Russia and England mean a victory for the party which is determined on war to the knife.

CIVILIAN COMPULSION IN GERMANY.

AMSTERDAM, December 8th.

The Kaiser has ratified the Civilian Compulsion Bill, which thus comes into force.

CONFIDENCE IN FRENCH GOVERNMENT.

THE COMMON CAUSE.

PARIS, December 8th.

The vote of confidence approves the Government's resolution to concentrate on the general conduct of the war, and the economic reorganisation of the country under limited control, and relies on the Government, in conjunction with the Allies, making, with redoubled energy, common sacrifices and efforts which are indispensable to complete victory.

A subsequent Secret Session of the Chamber passed a vote of confidence in the Government by 344 votes to 160.

BRITAIN'S FOOD PRODUCTION.

MOBILISING GARDENERS.

LONDON, December 8th.

It is foreshadowed that there will be a mobilisation of all the gardeners in the country to train and supervise unskilled labour for increased food production.

The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ROUMANIAN ARMY INTACT. BUKHAREST GUNS SAVED.

PETROGRAD, December 8th.

All the guns of the forts at Bukharest have been saved. The Roumanian army is intact and retired in the most orderly manner.

ROUMANIAN REMNANTS.

LONDON, December 8th.

The Division which surrendered at Alk is the remnant of the Roumanian rear-guard from Orsova, which has been fighting for three weeks.

KAISER AND BUKHAREST. "THAT TREACHEROUS ENEMY ROUMANIA."

AMSTERDAM, December 8th.

The Kaiser has telegraphed to General Mackensen thanking him for "the ever memorable capture of the capital of that treacherous enemy Roumania."

EARLIER CABLES.

THE GREEK SITUATION.

ALLIES DECLARE A BLOCKADE.

LONDON, December 7th.

It is rumoured in the marine insurance market that Greek steamers in ports anywhere in the world controlled by the Allies will not be allowed to leave.

PARIS, December 7th.

It is officially announced that a blockade of Greece begins to-morrow.

FRIGHTFUL ROYALIST EXCESSES.

ATHENS, December 7th.

Information from Volo shows that the Royalists have been indulging in frightful excesses at Larissa, where they pillaged shops. They behaved similarly at Trikala, where French officers have been imprisoned.

REIGN OF TERROR AT ATHENS.

LONDON, December 7th.

According to a telegram from the Provisional Government at Salonika, refugees state that terror reigns at Athens. Ten thousand inhabitants have fled to Kerathini, while others are taking refuge in the Piraeus.

Hundreds of Venizelists, including many prominent personages, have been maltreated and imprisoned.

ALLIES OCCUPY THE PIRAEUS.

ATHENS, December 7th.

The latest news is that the Allies entirely occupy the Piraeus and are reinforced by contingents of Cretans.

The Royalist have cut the telegraphs and telephones from the Piraeus to Athens.

FALL OF BUKHAREST.

DUTCH VIEW.

AMSTERDAM, December 7th.

The *Telegraaf* states that the fall of Bukharest will have the smallest influence on the general course of events, as the Western Front is still the decisive theatre.

ROUMANIAN PRISONERS.

GERMAN CLAIMS.

AMSTERDAM, December 7th.

A Berlin official message claims the capture of 9,200 more prisoners in Roumania.

SERBIAN POSITIONS ATTACKED.

PARIS, December 8th.

An official message states:—"The enemy is bombarding positions round Monastir. A fresh counter-attack on the Serbian positions on the northern slopes of Sokol succeeded in carrying a portion of a recently-captured height. To the south of Sere, the British cleared up a Turkish trench and brought back prisoners."

Italian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIAN AIRMEN ACTIVE.

ROME, December 7th.

An official message states:—"We repulsed two successive attacks on the Carso. Our aeroplanes bombed aviation sheds at Prosecco, and floating hangars at Trieste."

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SINKING OF THE "ARABIA." A GERMAN WRIGGLE.

WASHINGTON, December 8th.

A German Note replying to the United States, referring to the sinking of the *Arabia* on November 8th says that the submarine mistook her for a British transport. Other indications thereof were that the submarine commander ascertained that large batches of Chinese and other coloured persons, nationally costumed, were aboard, whom he considered to be workmen-soldiers such as were being used behind the enemy front. He saw no women or children aboard. Amends are offered if Germany is satisfied that a mistake was made.

A serious situation will possibly develop, the American Government previously holding that such mistakes were not tolerable.

EARLIER CABLES.

GERMAN SUPER-SUBMARINE LOST.

END OF THE "BREMEN."

AMSTERDAM, December 7th.

The latest German opinion is that the super-submarine *Bremen* was lost in Atlantic storms. Directors of the owning Company refuse information on the matter.

SINKINGS.

LONDON, December 7th.

The Greek steamer *Pofa* and the Spanish steamer *Urbarte* have been sunk.

Franco-Belgian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH COUP DE MAIN.

PARIS, December 7th.

A communiqué states:—"There is nothing to report except a *coup de main* to the east of Metzeral, in which we took prisoners."

SHELLING ON BRITISH FRONT.

LONDON, December 8th.

General Sir Douglas Haig reports considerable reciprocal shelling in the vicinity of the Thiépval ridge.

A GERMAN CLAIM.

AMSTERDAM, December 7th.

A Berlin official message claims the capture of the summit of Hill 304, to the west of the Meuse.

ARTILLERY STRUGGLE.

PARIS, December 8th.

An official message says:—"On the left bank of the Meuse, there was a lively artillery struggle in the region of Hill 304."

General.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ITALY AND A SEPARATE PEACE.

OUTSPOKEN STATEMENT BY PREMIER.

ROME, December 7th.

Replying in the Chamber to a Socialist pacifist resolution, the Premier proposed a postponement of the discussion for six months, "because the Chamber could not vote in favour of a premature and uncertain peace, and it will be necessary to avoid even a shadow of a suspicion that Italy, who does not desire a separate peace, is not heart and soul with the Allies." He added:—"It is only by victory that we can secure peace."

The Premier's proposal was accepted by 293 votes to 47.

BRITISH TRADE.

LONDON, December 7th.

The British trade returns show that during the past month the increase in exports totalled £8,849,088 and in imports £17,300,232, as compared with November of last year.

AN ERROR.

LONDON, December 7th.

The statement that Commander Locker Lampton is wounded is erroneous.

MORE MEN.

UNSKILLED WORKERS TO BE CALLED UP.

LONDON, December 7th.

It is officially announced that the Admiralty, the Ministry of Munitions and the Army Council have agreed to secure the early calling to the colours, up to the age of thirty-one, of all fit semi-skilled and unskilled workers whose release from controlled and Government establishments will not interfere with the output of munitions.

GOVERNING INDIA.

ELECTED MEMBERS OF THE VICEROY'S COUNCIL.

LONDON, December 6th.

Writing to the *Times* with reference to a leaflet circulated to members of Parliament by Sir William Wedderburn, Chairman of the Indian Parliamentary Committee, on the subject of the Memorandum concerning elected members of the Viceroy's Council, Lord Sydenham says the proposed changes would transfer all power into the hands of a fraction of the population smaller than ever wielded it in countries with representative systems. The argument appears to be that because Indian soldiers had fought gallantly they must be handed over to a Government controlled by lawyers, which the martial races of India would most detest.

Lord Sydenham points out that since the transfer of the Government of India to the Crown, problems of Indian administration had been viewed only from the standpoint of the interests and advancement towards nationhood of the heterogeneous millions committed to our charge.

Lord Sydenham concludes by saying that all lovers of India must hope that sober reflection will suggest to the signatories of the memorial that they are anticipating by many years what can be given if the country is to be preserved from anarchy; and says that self-government does not mean government by themselves and the section of English-educated Indians which alone they represent.

THE FRENCH GOVERNMENT.

PARIS, December 7th.

Prior to a vote of confidence, nineteen "Orders of the Day" were read. M. Briand explained that in view of the explanation given at the secret Session, it was essential that the Government should only accept the Order of the Day, noting its declarations on the reorganisation of the high command, and action in the direction of the war, as an expression of the Chamber's confidence. The Chamber rejected by 396 votes to 117 a motion of no confidence.

SPANISH STEAMER FOUNDERS.

LAS PALMAS, December 8th.

The Spanish steamer *Pionono* foundered in a storm. Thirty-nine members of the crew are missing.

WAR PROFITS FOR FRENCH ORPHANS.

AN AMERICAN'S RESOLVE.

A war-profit chest, already bulging with \$2,000,000, is to be sent to France for the orphans and families made destitute by the great war.

The owner of the chest is Mr. W. A. Clark, Jr., son of former Senator W. A. Clark.

The donation, it is said, represents Mr. Clark's total profits from the sale of war materials and receipts from investments in war bonds of the governments engaged in the European struggle.

By one close friend Mr. Clark is quoted as saying: "This war is terrible. I want no profit on account of it."

Mrs. Clark who has taken a deep interest in the work of assisting the unfortunate, and the condition of those who remain in the broken homes of Europe, has opened her private purse.

According to present plans, the fund will not go to France until peace is declared and the roll called of the widowed and fatherless.

It is understood that a fund will be established which will be handled under the supervision of the American Ambassador to France.—*Cable News-American*.

THE NATIONAL MISSION.

CLOSE OF THE MEN'S MEETINGS.

The last of the series of meetings for men, in connection with the above Mission was held in the old Chamber of Commerce Room. There was again a large attendance.

Bishop Norris, the missionary, delivered an address on the question "Why should men pray?" At the outset he dealt with some questions which had been handed to him.

One was on the Church's position on divorce. The Bishop said the reply hinged upon a doubtful point—the meaning of our Lord's words on the subject, which were differently recorded in two gospels. The Church had always been in doubt about it, and the wisest way was to err on the safe side—to act on the side of strictness rather than on the side of slackness in the matter of refusing or administering the sacraments to divorced persons.

There was another question on gambling, the writer hinting that he (the Bishop) had not come down as hard on it as he should. He had come down on it as hard as he could. He was not in favour of any sort of gambling; his definition of gambling was that it was gambling when they played their games for the love of the money. They might play for high stakes for the sake of the excitement to be gained, but they would generally find that they were more annoyed at losing a game with a high stake than losing a game with a low stake. There was no doubt a danger of the love of the money creeping in. If they would take his advice they would play for love of the game if they could; if they could not, then play for really low points, give their winnings away and pay their losses, and then there would be no danger of gambling in any sense of the word.

Another question he had received asked him whether the Church or the individual was to blame for the apparent failure of Christianity and what plan of action the Church had to offer for future action. His answer to that was that as regards the alleged apparent failure of Christianity both were to blame—the Church because she did not ask the people to play the proper game, and the people because, sometimes, when the Church did offer the proper game, they did not do their best to play it. He could not answer the last part of the question, but he would say this—that if one of the results of this National Mission was not a vigorous movement for Church reform, a movement to make religion a more real and genuine thing, he would be greatly disappointed. In that reform movement the laymen of the Church must take their share, which was something more than throwing bricks, or turning their backs on the Church and leaving it.

He had yet another question which he was afraid he could not answer. It asked if he approved of the special Sunday service for soldiers. He had given his views on that question twice already, and he could not give the time to discuss it again. He was grateful to those who pointed out one thing that he had omitted to notice, namely, that those who played on Sunday should be considerate of their Chinese servants in the amount of extra work they gave them on Sunday as a result. He quite agreed with that. The Chinese were accustomed to work seven days in the week, but that was no reason why they should not give them as little work on Sundays as possible.

In dealing with this question, which was the subject down for treatment, the Bishop said men should pray because the man who believes in God must want to enter into communion and union with God, and prayer was the means of attaining that end. Prayer was a deliberate act of our whole being to make real to ourselves the reality of God. It was a kind of experiment being successful—first, sin; and second, self. If God was a holy God the sinner could not get into touch with him. They must get rid of sin before they could get into touch with God. They would never get into touch with God as long as they were in wilful sin, but when they turned for a moment from it then they could begin to get into touch with God. That was how so many of their prayers were of no use at all—because they had not turned from some wilful sin before approaching him. As to the influence of self in the matter of prayer, they had to remember that none of them could be independent of the rest. In the physical world we could not lift up our hand without it acting and reacting on the whole universe, and if that was so in the physical world it must be the same in the spiritual world. If they wanted to get into touch with God they were hindering the possibility of it by trying to get it alone, because there were all their fellow-men, made in God's image, acting and reacting on us. Many of them regarded prayer as simply asking for something for themselves and themselves only. They would not get into touch with God in that way. The speaker dealt with various other aspects of prayer, and said that Christ had furnished them with a model of what a prayer should be in the "Lord's Prayer."

His Excellency the Officer Administering the Government, the Hon. Mr. Claud Severn, briefly addressed the meeting. He said that as this was the last of those meetings he thought—and he was sure they would all agree with him—that the opportunity should be taken of expressing their very cordial thanks to Bishop Norris for the able addresses he had given them on the very difficult subjects he had had to treat. (Applause.)

The vote of thanks was heartily accorded.

The meeting closed with the benediction. We regret that, by an unfortunate error, in our report of Bishop Norris's address to men on Thursday evening we attributed to the rev. gentleman the statement that, in regard to immorality, men "followed" their own consciences. What he said was that they "dulled" their own consciences.

SHIPPING

ARRIVALS.

ATHOS, French str., 7,524, Doris, 8th December—Haiphong 8th December.
General—Messageries Maritimes.
AMARU MARU, Japanese str., 1,370, T. Konishi, 8th December—Swatow 7th December, General—Osaka Shosen Kaisha.
CHIRUWA, British str., 1,333, J. V. Sidford, 8th December—Manila 5th December, General—Butterfield & Swire.
CHOWANG, British str., 1,424, Woodget, 8th December—Swatow 7th December, General—Jardine, Matheson & Co.
CHIFFINGO, British str., 1,199, F. E. Jarrett, 8th December—Haiphong 5th December, Rice—Jardine, Matheson & Co.
HONG MOH, British str., 2,035, Mason, 7th December—Singapore 30th December—Order.
KARATO MARU, Japanese str., 1,500, Hori, 8th December—Singapore 28th December, General—Osaka Shosen Kaisha.
YU MARU, Japanese str., 1,395, Nishikawa, 7th December—Wakamatsu 1st December, Coal—Mitsui Bishi Goshi Kaisha.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
December 8th.
SUYERO MARU, Jap. str., for Keelung.
TJIMANONG, Dutch str., for Shanghai.

DEPARTURES.

December 8th.
ATHOS, French str., for Shanghai.
FUKUKA MARU, Japanese str., for Hongkong.
CHIFFINGO, British str., for Swatow.
CHITEN, Chinese str., from Canton.
EASTERN, British str., for Japan.
HAIPHONG, British str., for Swatow.
HOZAN MARU, Japanese str., for Kobe.
HINJIE, British str., for Bangkok.
LAPETES, British str., for Saigon.
MANILA MARU, Jap. str., for Shanghai.
MORONETSURU, Br. str., for Manila.
PRIMO MARU, Japanese str., for Batavia.
SINKING, British str., for Shanghai.
TUCKER, British str., for Kobe.

PASSENGERS.

Per str. *Athos* from Hongkong, from Colombo, etc. Mr. Lingfield, Mr. Dobson, Mrs. Churchill and two boys, Mr. J. K. McConnell, Mr. A. A. McLean, Mr. G. Rowland, Mr. M. Gardalza, Mr. Scott, Mr. Jourdan, Mr. N. Degorce and one boy, Mr. Linol, Mrs. N. Degorce and Rev. Anderson.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. and O. str. *Venara* left Singapore for this port on the 4th inst., at 12.30 p.m., with the outward English mails, and is due here on the 10th inst., p.m.

AMERICAN MAIL.

The P.M. str. *Ecuador* left Honolulu on November 28th for Hongkong via Yokohama, and may be expected to arrive here on December 23rd.

CANADIAN MAIL.

The C.P.O.S. str. *Empress of Russia* left Vancouver on the 30th November, p.m.

The C.P.O.S. str. *Empress of Asia* left Kobe on the 6th inst., at 3 p.m.

MERCANTILE.

The str. *Japan* left Calcutta on the 3rd inst., and may be expected here on or about the 21st inst.

LATEST STEAMER MOVEMENTS.

The C.P.O.S. str. *Monteagle* arrived at Vancouver at 5 p.m. on the 4th inst.

FORTHCOMING EVENTS.

TODAY.

Entries close for Wodehouse Cup (Ladies' Foysnones, Fencing).

Monday, 11th Dec.—
3 p.m.—Auction of Crown Land at Public Works Dept.

Friday, 15th Dec.—
Noon—Green Island Cement Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Shaw, Tames & Co.

Entries close for Ladies' Championship, B. H. G. Club.
8.15 p.m.—A.C.C. Performance of "Kismet" in aid of "Star and Garter" Fund.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A" nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

NOTICES.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to the Kowloon Wharf. 3. From the Kowloon Wharf to the Naval Yard. 4. From the Naval Yard to the East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	REMARKS	CAPTAIN	FOR PERMIT APPLY TO	TO BE DISPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	KANORI MARU	Jap. str.	...	H. Kou	NIPPON YUSEN KAISHA	To-morrow, at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	NANKIN	Brit. str.	...	G. H. Hetherington	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	NOVARA	Brit. str.	...	G. H. Hetherington	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	AMAZON	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TAMBA MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	MEXICO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	KIYO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TOYOKA MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	KANADO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	DOHAI MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	YOSHIO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	SINRIA MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TIPIKIMARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TESTO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHINA	Am. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF RUSSIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF AFRICA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	TANGO MARU	Jap. str.
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LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	EMPEROR OF INDIA	Brit. str.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE						

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:
From Hongkong: Connecting with From Colombo:

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & ETCHELLS STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option.
Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LIMITED.

General Agents.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL:
SHANGHAI SINGAPORE "SUNNING" On 10th Dec, 11 A.M.
SINGAPORE "CHANGCHOW" On 10th Dec, 10 A.M.
MANILA, CEBU & ILOILO "CHUNGKING" On 12th Dec, 4 P.M.
SHANGHAI "LUCHOW" On 12th Dec, 4 P.M.
HONGKONG & HAIPHONG "KAIPOING" On 14th Dec, 10 A.M.
SHANGHAI "SHANTUNG" On 14th Dec, 4 P.M.
SHANGHAI "KINGCOW" On 17th Dec, 11 A.M.
MANILA, CEBU & ILOILO "TAMING" On 19th Dec, 4 P.M.
DIRECT SAILINGS TOWARD RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN" Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SENKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. A. E. Hoigis	WED'DAY, 13th Dec, at 11 A.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 18th Dec, at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON.TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at Marseilles	Due at London
COLOMBO			1916	1916
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 28
NOVARA	Dec. 29	"MOOLTAN"	Jan. 28	Feb. 4
SOMALI	Jan. 12	"KASHGAR"	Feb. 13	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 28	Mar. 11
MALTA	Feb. 6	"MOREA"	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NOVARA	MONDAY, 11th December.
SOMALI	SUNDAY, 24th December.
NYANZA	SUNDAY, 31st December.
MALTA	SUNDAY, 14th January.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave From about	Due at Marseilles, if calling about	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to
E. V. D. PAHR,
Acting Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Tons	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and TENERIFE	KATORI MARU Capt. B. Kon	21,000	SUNDAY, 10th Dec, at Noon.
	KAMO MARU Capt. R. Shimizu	16,000	THURSDAY, 28th Dec, at Noon.
VICTORIA, B.O. and SEATTLE via SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	TAMBA MARU Capt. Akamatsu	12,000	TUESDAY, 19th Dec, at Noon.
	ISHIDZUKA MARU Capt. Noma	12,500	WED'DAY, 3rd Jan, at Noon.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	TANGO MARU Capt. Suyeda	15,500	WED'DAY, 13th Dec, at 4 P.M.
	NIKKO MARU Capt. K. I. Ieda	8,500	FRIDAY, 12th Jan, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. O. Sakamoto	10,000	SATURDAY, 23rd Dec.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. Hirata	8,000	THURSDAY, 21st Dec.
SHANGHAI and KOBE	TOTOMI MARU Capt. Kameda	8,000	MONDAY, 11th Dec.
KOBE	YAMAGATA MARU Capt. K. Goto	8,000	MONDAY, 11th Dec.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,600	End of December.
SHANGHAI, KOBE and YOKOHAMA	SUWA MARU Capt. T. Sakine	21,000	SATURDAY, 15th Dec, at 10 A.M.
YOKOHAMA	COLOMBO MARU Capt. R. Nomura	8,000	MONDAY, 11th Dec.
VLADIVOSTOK, KOBE and YOKOHAMA	STOKUSHIMA MARU Capt. Yamasaki	13,500	THURSDAY, 14th Dec.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, NAGOYA, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON
TOYOOKA MARU
Capt. G. Shimizu
Early February.

Wireless Telegraphy.
For Further Information, apply to—

NIPPON YUSEN KAISHA.
R. MOBI, Manager.

TELEPHONE Nos 292 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.via SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SIBERIA MARU	18,000 — 18 knots	WED., 13th Dec, Noon.
TENYO MARU	32,000 — 21 knots	TUES., 19th Dec, Noon.
NIPPON MARU	11,000 — 15 knots	THURS., 4th Jan. 10.30 A.M.
KIYO MARU	14,000 — 13 knots	TUES., 9th Jan., Noon.
SHINYO MARU	22,000 — 21 knots	WED., 17th Jan., Noon.
PERSIA MARU	9,000 — 14 knots	SATUR., 27th Jan., 10.30 A.M.
KOREA MARU	18,000 — 18 knots	SATUR., 10th Feb., Noon.

† Proceeding to South American Ports.

FIRST CLASS TO LONDON G\$348 (£71.10.0) RETURN G\$609 (£122).
" " " " SAN FRANCISCO G\$250 " " " " G\$437 50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Pacific Railway.

Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO:

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
KIYO MARU 14,000 — 13 knots TUESDAY, 9th Jan.
For Full Particulars as to Passage and Freight, apply to—
T. DAIGO, Agent,
King's Building, (213)
TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

via SUEZ CANAL.

OUTWARD

STEAMER

To SAIL.

For SHANGHAI, KOBE and YOKOHAMA ... ARMAND BEHIC ... On or about 18th Dec.

For MARSEILLES via HAIPHONG, TOURANE and SAIGON (Without Transshipment) ... AMAZON ... On or about 18th Dec.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

TELEPHONE 740.

P. THOMAS, Agent,
Queens Building, 2O. S. K.
OSAKA SHOSHEN KAISHA.REGULAR SERVICES, PROPOSED SAILINGS FROM
HONGKONG (SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.
(TRANS-PACIFIC).
"MEXICO MARU" ... THURSDAY, 28th Dec, at 3 P.M.
* Omitting Manila and Moji.

South American Line. For RIO DE JANEIRO, BUENOS AIRES, (EAST COAST via CAPE TOWN). via SINGAPORE, DURBAN AND CAPE TOWN.
"KASADO MARU" ... MONDAY, 1st Jan., 1917, at Noon.

Bombay Line. For BOMBAY via SINGAPORE, PORT SWITZERLAND, PENANG AND COLOMBO.
"MALAY MARU" ... WED'DAY, 20th Dec., at 7 A.M.

Java Line. For MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR.
"SHIBETOMO MARU" ... S. Yamano WED'DAY, 27th Dec., at Noon.

Formosan Line. For TAINAN, KEELUNG AND ANPING, TAIPEI, via SWATOW AND AMOY.
"AMAKUSA MARU" ... TUESDAY, 12th Dec, at 10 A.M.

These Formosan Liners will arrive at and depart from the BOON YIP WHARF, near the Harbour Office.

While the Steamer is alongside the Wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

H. YAMAGUCHI, Manager,
No. 1, Queen's Building, 58

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 25th Dec. 11 A.M.	On 27th Jan. 11 A.M.
ST. ALBANS	9th Jan.	

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
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